



# THE SUSTAINER

Published quarterly in the interest of the Soldiers and Civilians of the 404th AFSB



## The 404th Army Field Support Brigade Sustainers welcome a new Commander



Photo by Greg Alderete

### Colonel Leafaina "Ina" Yahn

passes the colors of the 404th Army Field Support Brigade to CSM Roger Mansker after assuming command on 15 June 2011. Colonel Yahn recently graduated from the U.S Naval War College in Newport, Rhode Island where she received a Master of Arts Degree in National Security in Strategic Studies. Colonel Yahn was born and raised in American Samoa and is the daughter of the late Atiumaletavai Kaleopa and Lauolive Toomalaatai Tavai from the village of Gataivai. She is married to Chief Warrant Officer Four (Retired) Rocky D. Yahn.

MG Fontaine traveled to Joint Base Lewis McChord to preside over the Change of Command Ceremony. The 555th Engineer Brigade provided an outstanding Color Guard and equally superb 1st Corps band. Colonel Akin was awarded the Legion of Merit for his two years of command. He will retire from the Army and join his wife BG Robin Akin in Korea.



L-R Eddy McLendon, COL Akin, MG Fontaine, COL Yahn

# Colonel Ina Yahn's Biography

Commander, 404th Army Field Support Brigade



COL Tavai-Yahn is a graduate of Samoana High School in American Samoa. Following her high school graduation, she was accepted to attend the United States Military Academy at West Point when she was nominated by former Congressman Fofo I.F. Sunia, and she became the first ever Samoan to graduate from the academy.

She received her Bachelor of Science from West Point and was then commissioned Second Lieutenant in the U.S. Army Ordnance Corps in May, 1989. She is also a graduate of the Command and General Staff College and holds an Executive Masters in Business Administration (EMBA) from Benedictine College in Atchison, Kansas.

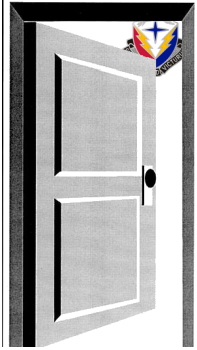
COL Tavai-Yahn's previous assignments include Automotive/Armament Platoon Leader, Shop Officer, and Support Operations Maintenance Officer in the 3rd Forward Support Battalion, 3rd Infantry Division, Schweinfurt, Germany. She served as the Combat Vehicle Maintenance Manager, 2nd Armored Division, Fort Hood, Texas and commanded Delta Company, 124th Main Support Battalion which was later re-flagged as the 704th Main Support Battalion, 4th Infantry Division. After company command, COL Yahn served as the Deputy MMC Chief and Materiel Readiness Officer, 4th Infantry Division before being assigned to Aberdeen Proving Grounds as the Adjutant to the Chief of Ordnance.

After graduating from the Command and General Staff College at Fort Leavenworth, Kansas, COL Tavai-Yahn was assigned as the Materiel Readiness Officer for 3rd Infantry Division while supporting Operation Iraqi Freedom during the fight to Baghdad. Following redeployment, she served as the Support Operations Officer, 26th Forward Support Battalion, 2nd Brigade Combat Team. After this assignment, she served as the Support Operations Officer, 603rd Aviation Support Battalion, Combat Aviation Brigade during the 3rd Infantry Division second deployment in support of Operation Iraqi Freedom III (2005-2006).

Following redeployment, she served as the Director of Officer Training at the US Army Ordnance Center and Schools, Aberdeen Proving Grounds, Maryland. In February 2007, COL Yahn assumed command of the 589th "Iron Caissons" Brigade Support Battalion, 41st Fires Brigade at Fort Hood, Texas. She commanded for 32 months including a 14-month deployment to OIF 08-09 in support of the 41st Fires Brigade and all coalition forces operating in Wasit Province. After giving up command in 2009, she served as the Deputy Commander for the 120th IN BDE (Training Support Brigade), Division West before attending the US Naval War College in Newport, Rhode Island.



# COL Yahn's Open Door



404th AFSB--I'm very excited and honored to have the opportunity to serve as your commander. I know that we are going to have a great time supporting the soldiers of the Pacific theater over the next few years. Just a few tidbits about me that you will not find in my resume; I'm very easy to get along with and very approachable. I have an open door policy and expect you to use it if you need to. I'm visual - anything with pictures that tells the story is what I prefer. Giving me the "BLUF" is always best. I prefer bullets to wordy papers, but it depends on what is being addressed. Until I'm up to speed on our mission, I'd appreciate more background information to help me frame the issue. I'll ask lots of questions and I look forward to visiting your operations over the next few months. Again, I'm very excited to be part of the 404th AFSB/ASC team. **HOOAH!**

**Defense Support to Civil Authorities or DSCA.** The 404th AFSB area of responsibility covers an eleven state region including three Federal Emergency Management Agency regions (8,9,10). The Department of Defense (DoD) has appointed ten Defense Coordinating Officials (DCOs) and assigned one to each FEMA region. If requested and approved by the Secretary of Defense, the DCO serves as DoD's single point of contact at the Joint Field Office

(JFO). The DCO team is commanded by a Colonel and includes approximately six personnel. Typically DSCA uses simulated disasters to enhance graining for Homeland Defense and emergency response mission. The 404th AFSB participated in its first DSCA exercise "Arctic Edge 2010" at Fort Richardson. Our next DSCA supported mission is Arctic Edge 2012. AMC/ASC participation will focus on the planning and coordination necessary to support Title 10 Forces supporting a DSCA operation.





# The CSM's Corner

**W**elcome COL Yahn to the 404<sup>th</sup> AFSB. As everyone is aware we have a new commander and know that we will only get better. Change is good in organizations, but may not feel like it at times. Our new commander brings a great deal of experience and motivation for all of us to absorb and to execute her vision. We will travel to all areas over the next few months and I look forward to accompanying her as you show how great we are as an organization.

**M**any have heard the phrase of "Getting Back to Basics". Take a moment and think what it means for us as an organization and as individuals. I have sat through many conferences reference "Back to Basics" and it has seemed to have taken a logistics only shape in our venues. I can tell you it goes much farther in how we operate daily and how we fight the forces. I challenge all to break-out the newest version of FM 3-0 to understand the warfight and how we will support. As we re-blue how we support the different operating environments understand budget constraints are not a short term challenge. We need to continue to synchronize and collaborate efforts as individual efforts are certainly not more efficient nor more effective. Reach out to your counterparts and support one another now versus waiting for crisis management action. I have personally witnessed communication weaknesses in the Army that must be solved or we will not provide the best support to the Warfighter. Often times simple communication solves that most daunting challenges. As a proud Non-Commissioned Officer it truly means to get back to understanding our roles and responsibilities and executing the orders given with understood intent. The years of experience in this organization are overwhelming, but can also be a hindrance in "Getting Back to Basics". I say that the old way of doing things is not always the best or right way in today's Army. Use your experience to shape how we support, but not necessarily business as usual in pre-911 years. We have learned an incredible amount in this persistent conflict that cannot be forgotten.

**"Diversity makes us a great team."**

**"Safety is not a part-time profession."**

**"Have fun and be safe this summer "**

**S**ummer is here! Please remember to be safe as you do all the great fun things that summer brings. Get out and enjoy the weather as it will be gone before long in certain areas. Proud to serve as your Command Sergeant Major and always look for ways to help you support the Warfighter which is our #1 mission.

*Let me know how I can help and appreciate your input. CSM Mansker*

**"The task of leadership is not to put greatness into people, but to elicit it, for the greatness is there already." John Buchan**



# TEAM WORK POSSIBILITIES



**T**eam—Wikipedia defines a team as: “a group of people linked in a common purpose”. Teams are especially appropriate for conducting tasks that are high in complexity and have many interdependent subtasks. A group in itself does not necessarily constitute a team. Teams normally have members with complementary skills and generate synergy through a coordinated effort which allows each member to maximize his/her strengths and minimize his/her weaknesses. Team members need to learn how to help one another, help other team members realize their true potential, and create an environment that allows everyone to go beyond their limitations.” The Army Field Support Brigade (AFSB) is a new Army concept (team) that was developed less than ten years ago out of the need to have a command and control element that could successfully integrate and synchronize AMC support for tactical commanders. We are AMC’s face to the field. We are certainly a diverse group with a common purpose and we rely on each other’s skills and abilities to help each other solve complex challenges for the benefit of the War fighter. Our support comes from multiple teams across the AMC Materiel Enterprise and we continue to exceed senior leader’s expectations, especially so during theater operations such as OIF, OND and OEF. Our value to tactical units and the industrial base has been overwhelmingly positive. We know that our success is measured on how well we help each other go beyond our limitations to meet the needs of the Nation. And, as a result, have earned a stellar reputation—one that spans across commands and the world. There are lots of clichés that we can use to express the idea of team work; here are just a few of my favorites:

**Vincent Lombardi:** The achievements of an organization are the results of the combined efforts of each individual.

**Theodore Roosevelt:** The best executive is the one who has sense enough to pick good men to do what he wants done, and self-restraint enough to keep from meddling with them while they do it.

**Napoleon Hill:** The best job goes to the person who can get it done without passing the buck or coming back with excuses.



Davida Beck 404th AFSB SPO and Randy Kinsey AFSBn Lewis discuss contract management.

**S**o, if you’re lacking the success you want, consider how you can help your teammates (AMC or other teammates) go beyond their limitations. It will have a positive effect on your work and life....and it’s also contagious (imagine the possibilities). *Julia Lyons 404th AFSB DCO.*

# LAR for all the right reasons

**BY Mr. William Smith, Logistics Management Specialist, Kandahar LSE Deputy**

From Valley Forge to Afghanistan's Korengal Valley, civilian specialists have served shoulder-to-shoulder with Soldiers, pitching in to keep equipment operating and supplies flowing. Today, more than 1,000 Logistics Assistance Representatives (LARs) are working with Army units across the country and around the world, adding their expertise and experience to achieve logistics solutions. This is my story.

"When word came that I was going to deploy, I was excited but at the same time uncertain of what to expect, since I had only recently joined the Logistics Assistance Program (LAP). I knew that being in the LAP I would have to deploy sooner or later and I was anxious to get one under my belt. I had deployed several times as a Soldier and understood what that meant and how to prepare. Now I faced the fact that not only was there a physical distance between here and there but also a preparation chasm nearly as wide.

I asked loads of questions of those who had gone before me, organized my schedule and jumped in on my online training; if you have every had to do that, you know it's not that easy with computer time outs in the middle of your training. I made it through passing my physical along the way; another experience that was quite something else. It was as if I was joining the Army all over again. I received eight (8) shots; leaving my left arm very sore and the rest of me shell shocked.



When I arrived at USACE Deployment Center, I met my Battle Buddy, Ms. Crawford, who had previously deployed. Experience is certainly of greater worth than gold; well at least in Winchester, Virginia. Ms. Crawford guided me through the paperwork labyrinth and through equipment issue. Another thing I learned from this experience was to travel light when deploying; this was unfortunately a lesson understood too late. Traveling from CONUS through Kuwait to almost half way around the world, I finally arrived in Kandahar.

My biggest and best surprise to that point of my journey occurred as my sponsor, Robert Coffee, the man I was sent to replace, met me and brought me into the LSE fold. I realized I could not have asked for a better person to replace than Mr. Coffee. He had been on site for a year and had developed a blue print for how to best operate an Logistics Support Element. I attribute most of my successes to Bob and all the other LCMC LARs on site during my deployment. As I discovered during this first LAP deployment, LARs are worth their weight in gold. Their unique blend of expertise and experience, matched by a strong sense of duty, makes for a formidable force multiplier.





## Continued: LAR For All The Right Reasons

Managing day to day life support requirements for LSE Kandahar was eye opening. With a diverse group of over twenty people and four Brigade Logistics Support Teams (BLST), I reverted back to my years as a First Sergeant in order to handle all the day-to-day personnel and operational requirements; Red Cross massages, sick call, personnel pay and family issues to mention a few. As you can imagine, it is not just the LAR you are concerned with, but their family as well. Reminding LARs to call or write home on important dates, such as birthdays and anniversaries. I was also responsible for ensuring that life support (housing, transportation, supplies, communications capabilities, etc.) were provided in a timely and adequate manner for the LSE and the four BLSTs.

As experienced professionals, many LARs are also former Soldiers. “Being a LAR is a way I can bring a lifetime of experience to a new generation of Soldiers”, “We’re the ‘go-to guys” when our Soldiers encounter problems; and if we don’t have the answer, we know who to

reach back to get information they need. The LAP mission is simple and enduring: provide War Fighters with hands-on technical experts to solve logistics problems, train Soldiers and improve weapon systems readiness.

I look back on my deployment, my early trepidation mixed with excitement and vividly recount all the valuable lessons that I now add to my experience tool kit. I also stand ready to train and mentor the next LAR standing in the door waiting his or her turn. I could not have deployed to or completed this mission without a supportive AMC team and more importantly a compassionate and caring wife, in my case my bride of twenty-two years, Rosa Smith.



**Logistics Assistance Representative**

## 404th AFSB Annex Under Construction by Greg Alderete

In June of 2003 the Army Materiel Command (AMC) Brigade Logistics Support Team (BLST) was little more than a concept. Convincing the brigade commander of an earlier entry combat force to add yet another, virtually unknown and untested element to his footprint was a hard sell. Before autumn, Chief Warrant Officer 4, Tim Weaver would suc-

cessfully lead the Army's first BLST into combat, under the Operational Control (OPCON) of the 3-2 Stryker Brigade Combat Team (SBCT). The rest is history. It has been eight years since that first deployment and the BLST is now considered an indispensable team providing their supported brigade with logistics support from battlefield tested "muddy boot" Logistics Assistant Representatives (LARs) from AMC's Life Cycle Management Commands (LCMCs). What couldn't be solved by a LARs was quickly resolved through immediate and responsive reach back to their parent LCMCs.



The configuration of each team is largely based on the brigade MTOE equipment densities and deployment considerations. This dynamic paradigm shift of placing AMC assistance on the front lines of combat would forever change how AMC supports the Warfighter. On return to then Fort Lewis in the summer of 2004 the need to quarter the new BLST became paramount. Due to limited available office space the BLST

would return to aging World War II facilities, miles from their supported brigades. It would not be until May of 2011 when construction began on prefabricated metal buildings which will soon accommodate each of the three resident BLSTs, collocated with their supported Stryker brigade. Each of the 2400 square foot facilities will provide office space for the 13 LARs and the BLST Team Chief and are expected to be occupied by December of 2011.



# DOL HUACHUCA - THE LITTLE SHOP THAT COULD

By Mr. Gene Franks

Located about halfway between Interstate 10 and the Mexican border, in the Southeast portion of Arizona, is one of the Army's best kept secrets, a place called Fort Huachuca. Fort Huachuca is the home of the United States Army Intelligence training center, the 9<sup>th</sup> Army Signal Command/Network Enterprise



Technology Command (NETCOM), the Joint Interoperability Test Command (JITC) and the Electronic Proving Ground (EPG). Fort Huachuca is also home to the 11<sup>th</sup> Tactical Theater Signal Brigade (TTSB) headquarters and two of the brigade's Expeditionary Signal Battalions (ESB). Established in 1877 and known as the home of the Buffalo Soldier, Fort Huachuca offers beautiful views of the

surrounding mountains as well as a military airfield large enough to be listed as an alternate landing site for the space shuttle. One other not so well known fact about Fort Huachuca is their small, but highly productive Directorate of Logistics (DOL) maintenance facility. The facility boasts a whopping 36 total maintenance bays, 19 mechanics and a well equipped Allied Trades shop. When the 25<sup>th</sup> Infantry

Division deployed one of its Brigade Combat Teams (BCT) and left behind all of the equipment they would not need during their deployment to Southwest Asia (SWA), it was not immediately apparent how much additional workload this would place on the DOL Maintenance facilities in Hawaii. With two active duty BCTs and one Combat Aviation Brigade (CAB), supporting the sustainment maintenance and Reset missions for these units quickly became a critical concern. They had more equipment than the Hawaii DOL could repair. In order to meet the readiness timelines and maintain a fully mission capable (FMC) fleet, 404<sup>th</sup>

Army Field Support Brigade (AFSB) decided to explore alternatives to the local source of repair (SOR). After the dust settled and the bids were in, the Fort Huachuca DOL was selected as the maintenance SOR repair for over 600 light wheeled vehicles from the 25<sup>th</sup> ID and the Army Sustainment Command (ASC) Left Behind Equipment (LBE) program. The



Fort Huachuca DOL Maintenance Division, headed by Mr. Raymond "Curt" Curtin, successfully completed and returned the first round of 200 vehicles early in FY10. The quality of work and the speed at which the mission was accomplished demonstrated what the little shop in the desert really could do. As a result of a successful and on time completion, the Fort Huachuca DOL was again selected to take on another 400+ vehicles to assist the 25<sup>th</sup> Infantry Division with their ongoing LBE sustainment mission.

## Continued: DOL Huachuca– The Little Shop That Could

The Huachuca DOL maintenance shop is already more than halfway through the repairs for the second round of 400+ vehicles and is currently ahead of schedule to return all of the equipment prior to the unit's return. This may not sound that impressive to some; however, the DOL is also responsible for the sustainment maintenance, Reset and base



operations support for Fort Huachuca and its tenant organizations. The workload from the local area units include approximately 900+ vehicles from the 11<sup>th</sup> Tactical Theater Signal Brigade (TTSB) as well as various other garrison vehicles, including materiel handling equipment and emergency vehicles. Even with the high OPTEMPO resulting from the ongoing contingency operations around the globe, the Fort Huachuca DOL has provided outstanding maintenance support for all of this equipment while never missing an established mission timeline. Who would have thought that a small maintenance facility in the middle of the desert could pack such a punch in the sustainment ring?



If you were to ask anyone who works at the DOL what they think about their facilities, you would probably wonder how they do what they do with what they have. The buildings are old, the shops have very few modern upgrades and there never seems to be enough work space for the amount of work being produced however; looks are not

everything. The shop space is limited to 36 pull through bays that provide just enough space to work on FMTVs, LMTVs, and HMMWVs. The Allied Trades shop provides the height required to work on larger equipment, i.e., busses and fire trucks, as well as being equipped with nearly every type of machine shop device needed to manufacture almost anything the warfighter could want. The DOL also has one of only two Chemical Agent Reactive Coating (CARC) certified paint shops in Arizona. Not only can they fix all the mechanical issues, they can do paint and body work as well.

As the old saying goes "You can't tell a book by its cover". This saying is especially true when it comes to this little DOL in the desert. The employees care about the quality of work they perform and it shows. The general attitude is one of teamwork and pride of workmanship. All things considered, the Fort Huachuca DOL maintenance facility truly is "The Little Shop that could".



# Re-Integrating C4ISR Prior to R+180

By AFSBn-Lewis

The integration and reintegration of Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) into tactical wheeled vehicles (TWVs) is always a challenge for Communications Electronic Command (CECOM) to complete within the ARFORGEN cycle due to unit's competing requirements during RESET. The hardest part of C4ISR integration and reintegration is making sure the TWVs have the appropriate and functional installation kits in accordance with the System Architecture (SA). At Joint Base Lewis McChord (JBLM) as we prepared for the largest return of forces since WWI; the entire AMC team started putting together various courses of action (COA) on how to meet the challenges. This included the daunting task of C4ISR Reintegration of TWVs. In depth planning began in September 2009 for the anticipated work load in support of over 17,000 redeploying soldiers; with a surge period of redeploying units between June – September 2010. But opportunity knocked; the team at JBLM knew that the unit's inducted their TWVs into the LBE program. Thus the planning began of how to work a "Pre-Set" of the units TWV's while still in the LBE pool. Now began the challenge of balancing LBE maintenance, property accountability and redeployment timelines.



## **Support and coordination with Stakeholders the Key to Success**

Multiple meetings, work groups with numerous stakeholders were conducted to support the recommended courses of action for conducting a "Pre-Set" of the SBCT TWV. The plan; utilize the primary contractor (PA KTR) to move maintenance ready vehicles to the C4ISR yard; the C4ISR team would check out the system; once system check complete the PA KTR would pick up the vehicle and return to the unit motor pool. Based on the 3 SBCT unit equipment densities we determined it would require about 6 months to work all the vehicles through the C4ISR process. And based on the unit redeployment timelines we concluded that we would conduct the Pre-Set on the LBE fleet during the unit's RTN-90 to their RTN+45. Easy on paper; complicated and difficult in execution; thus coordination with all the stakeholders ensued. These stakeholders included 1<sup>st</sup> Corps G3, G4, and AFSBn LBE contractor, AFSBn ARFORGEN Staff, Team C4ISR, PM FBCB2 and Pd TRCS.

## **Initial Step – lock the fleet**

In order to guarantee success of our plan we needed to have the G4 "fence" the Stryker Brigades TWVs from lateral transfers at the units RTN-90, basically we needed to have a commitment that the vehicles would not be Lateral Transferred once we began the process and committed funds. Once G4 understood our plan and saw the benefits to the war fighter they "fenced" the TWVs from lateral transfer.

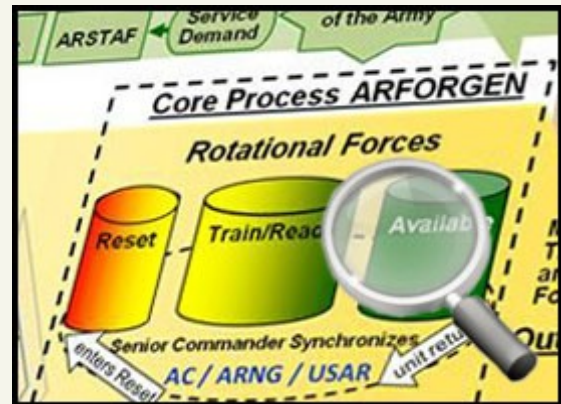
## **Step Two – Commit the fund**

With the TWV locked; this allowed CECOM to commit funds to the replacement of needed installation kits for the TWV LBE fleet.

## Continued: How to Re-Integrate C4ISR Prior to R+180

### Step Three – support the effort

Due to the large volume of equipment moving through the C4ISR yard, we needed to have G3 support by tasking rear detachments for driver support to help move the LBE TWVs during the C4ISR Preset efforts. Additionally, due to the large volume of vehicles traveling from across the fleet, the C4ISR yard was short with adequate parking space, thus the AFSBn was able to coordinated additional space from their PDTE yard to stage the TWVs and containers to store the installation kits for three Stryker Brigades. Finally, there was a shortfall in workforce to adequately support the densities and timelines need to complete the mission. Historically Team C4ISR could only effectively integrate and reintegrate about 25-40 TWVs weekly so in order to execute the plan with the throughput PM FCB2 and PM TRCS needed to be prepared to Pre-set 50 TWVs per week. However, at JBLM we are very fortunate to have a Regional C4ISR Team that includes CECOM SPO management of the ARFORGEN Support Facility (ASF) where TWVs are integrated and reintegrated with C4ISR by PM FCB2 and PM TRCs installers. Thus, they were able to coordinate with CECOM for additional assets to support the effort and coordinated for an Electronic Logistic Management System (ELMS) to provide additional installation space.



### Step Four – Execute the Plan

With all the pieces in place; execution began on 1 April 2010. The AFSBn Cdr/ Deputy, Team C4ISR and responsible property book officer of the LBE fleet conducted weekly work groups with the stakeholders to continually refine the plan and work out issues as we executed the plan. One of the biggest challenge was to synchronize the LBE vehicle maintenance efforts with DOL, the PA KTR and the C4ISR “Pre-set” timelines. The key was good cross discussion and synchronization during the weekly meeting to discuss issues, resolve problems and adjust timelines if required.

This was truly a united team effort across diverse functional areas in support of three Stryker Brigade Combat Team’s Reset and Reintegration. All three SBCTs have just finished drawing their LBE TWVs with functional C4ISR installation kits prior to Aim Point 1 (RTN+180) for unit individual and collective training. This effort allowed units to focus more on fielding and training rather than on the logistic requirements of transporting over 1,500 TWVs across JBLM multiple times. This forward thinking allowed senior leaders of the SBCTs at JBLM to focus on the war fighter and other aspects of RESET. At JBLM, we have seen that good coordination and synchronization can get a unit through the Reset process; to include C4ISR integration prior to a units R+180.



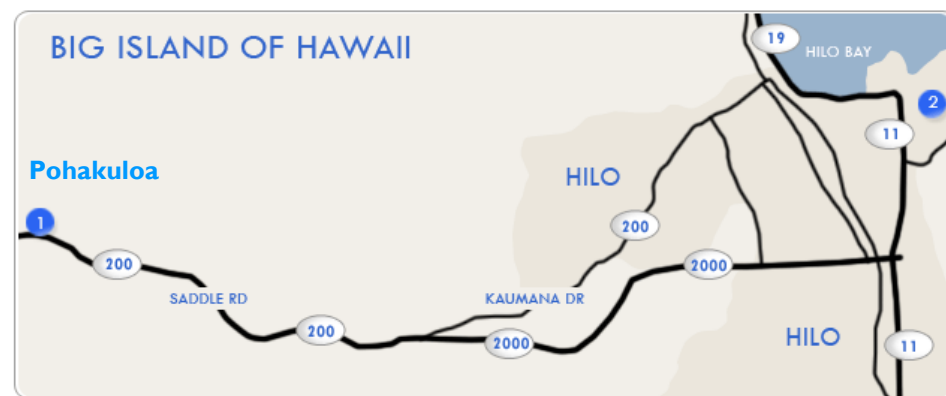
# MRAPS TO POHAKULOA



On 19 July 2010 the 3<sup>rd</sup> BCT 25<sup>th</sup> Infantry Division signed for 6 Mine Resistant Ambush Protected (MRAP) vehicles and deployed them to Pohakuloa Training Area (PTA) on the Big Island of Hawaii. This is the first time the MRAPs have been deployed from the Army Field Support Battalion – Hawaii (AFSBn-HI), commanded by LTC Karl L. Franke, to a location off the Island of Oahu. The AFSBn-HI currently provides fleet management for eight MaxxPro and eight Cougar MRAPs which are part of USARPACs Pre-deployment Training Equipment (PDTE) fleet. The MRAPs were originally fielded to USARPAC for training and shortly after the Army Sustainment Command assumed their role as sustainment maintainers and managers of the PDTE program, similar to that in CONUS. The AFSBn-HI Property Accountability Contractor, (ManTech) is responsible for maintaining accountability, establishing a service schedule with the installation Source of Repair (SOR) and for conducting the required Preventive Maintenance Checks and Services (PMCS) on the PDTE fleet.

Once the unit inspected and signed for the MRAPs they were moved by the Directorate of Logistics to Wheeler Gulch to prepare to be loaded on the barges to head to the Big Island. At Wheeler Gulch, the vehicles were inspected and tagged to head to the port of debarkation. The trip by barge takes approximately 24hrs from Oahu to the Big Island. Once

they arrive on the Big Island they were downloaded by contractors, signed for and staged by 3<sup>rd</sup> BCT soldiers to move up to the PTA Training site. Other vehicles were moved in a 15 man convoy with police escorts to the site. The MRAPs were moved to the PTA site on contractor run Lowboys. CPT Boyd and CPT Ruthenberg, two members of the 3/25 BCT SPO shop, were key leaders in this



operation and showed the utmost professionalism in the execution phase. They ensured all equipment was moved from the port to the PTA site in a safe, organized and professional manner. Once the MRAPs arrived at the PTA site; (which the soldiers refer to as “up the hill” due to the mountainous area in which the site is located); they were given back to the unit who originally signed for them at Schofield Barracks and rotated to other units for training. This operation is controlled by the Brigade Truck Master; SFC Bearden.

The training started as soon as the vehicles arrived on site. The first mission was to install certain pieces of equipment such as the Drivers Vision Enhancer. The CECOM Sensor LAR, Kevin McCoullough, assisted SPC Robinson of A Co BSB with the install of two of the DVE and the unit installed the remaining DVEs. The Soldiers of BSB also installed Radios and BFT's (Blue Force Trackers) in the MRAPs. The MRAPs were used on the range to fire at PTA. They fired the M240B and the .50 Cal. This training enhanced the Soldier's skills and proficiency on the MRAPs. “I feel safe in the MRAP and more protected”, said SPC Wilburn of A Co. 3/25 BSB. This training is designed to prepare the 3<sup>rd</sup> BCT for training at the National Training Center (NTC) and a future mission in support of Operation Enduring Freedom. “It is great for Soldiers to get to drive and train in the MRAPs prior to going to NTC or even to support OEF” said SPC Medina, also of A Co 3/25 BSB.

**A little known fact:** PTA is located on the Island of Hawaii between Mauna Loa and Mauna Kea and the Hualalai Volcanic Mountains. It extends up the lower slopes of Maun Kea to approximately 6,800 feet in elevation and to about 9,000 feet on Mauna Loa. The area is the largest DOD installation in Hawaii. First used by the Marine Corp as an artillery base during WWII, the 133,000 acre PTA came under Army control after the war. The first buildings were built in 1955 and the airfield in 1956.



CONT: The Maintenance on the MRAPs on Schofield Barracks was primarily conducted by SFC Damian and the MRAP FSR Charles Amundson. The vehicles were dispatched for a week at a time. The Brigade is treating MRAP's as if they are pacing items. They are top priority in the Brigade for any maintenance requirements. "All other maintenance stops if an MRAP goes down" stated SFC Damian, the Brigade Motor Sergeant. The MaxxPro FSR Mr. Charles Amundson assisted with maintenance and worked on several Training Objectives. Mr. Amundson would like to provide hands on vehicle specific training. He also conducted a short familiarization course to train the operators and maintenance personnel on the variant specific systems and subsystems. Some critical components that pertain strictly to the MaxxPro included Aerotracer Fire Suppression, the life support system (HVAC and NBC), and rear hydraulic ramp emergency egress. This is imperative information for the operators to know. The operator needs to be able to egress through the rear of the vehicle in the event of electrical or hydraulic malfunction as well as other systems that differ from other military vehicles and MRAPs such as pneumatic front doors, 110 volt usage, special vehicle specific fluid requirements, etc. was covered briefly during the training. Operator familiarization takes 30-45 minutes. Maintenance will have the same familiarization training with advanced instruction on subsystems taking 1.5hr - 2hr. The MaxxPro FSR training will increase soldiers' readiness to perform before and after



mission maintenance while improving overall confidence operating the MRAPs. The BLST Team Chief and Logistics Management Specialist deem beneficial for the unit are to provide on the spot technical and repair part information and hands on assistance. They assisted in the of expediting parts acquisition from Garrison and provided temporary field repair solutions to maintain FMC status to support the training mission.





**Warren Workman, Senior Logistics Operations Specialist, S-3,  
404<sup>th</sup> Army Field Support Brigade (AFSB), Joint Base Lewis McChord**

Dave Halliday passed the information packet to Warren Workman with an application suspense looming just four months away, “Warren I’d like to nominate you for this program.” Warren was ecstatic but cautiously optimistic, with a glaring suspense of just four months, February’s clock ticking and with so much yet to be accomplished to meet Army Materiel Command’s May deadline. Warren had spent 22 years in the military and knew failure would not be the result of his inaction. With the same dedication and determination in which he had pursued every previous task and mission, he set out to apply for the fully funded Logistics and Technology (LOGTECH) Master of Science Program at the Whitman School of Management at Syracuse University, New York. The twenty-one month program is geared toward Department of Defense professional’s and enables students to take 85% online course with 15% through six intense residency periods from Aug 2011 to May of 2013. The race was on, Warren had to complete a Graduate Management Admission Test (GMAT), the detailed registration forms and solicit the necessary recommendations from his 404<sup>th</sup> AFSB chain-of-command. *“It is imperative we invest in developing our employees if we expect transformational progress,”* said Julia Lyons, Deputy to the 404<sup>th</sup> AFSB Commander. Recognizing the 404<sup>th</sup> AFSB has been aligned with Army transformation through its Stryker Brigade Combat Teams, Warren accepted this leading edge instruction would not only benefit him professionally but his successful completion would empower him bring this training to others.



*On 6 June 2011 Warren was officially notified of his selection, he begins with his first class in August.*

## Commander Army Sustainment Command Visits the 404th AFSB

During his June 14 trip to the 404th AFSB, Joint Base Lewis-McChord, Wash., Maj. Gen Yves J. Fontaine, Army Sustainment Command's Commanding General visited DOL maintenance shops and met with brigade personnel.



Photo by Greg Alderete

Army Sustainment Command Commanding General Maj. Gen. Yves J. Fontaine listens as William "Buck" Siconolfi, briefs him on manganese phosphate coating during the general's June 14 visit to the 404th AFSB, Joint Base Lewis-McChord, Wash.



Photo by Greg Alderete

Bob Countryman describes a feature of an MRAP MaxxPro to Maj. Gen Yves J. Fontaine



Photo by Greg Alderete

Scott Shields, Julia Lyons, MG Fontaine  
tour the JBLM DOL Maintenance



MEMORIES BROUGHT BACK TO LIFE BY JERRY WEGER SENIOR MAINTENANCE TECNICAN FROM THE  
DIRECTORATE OF LOGISTICS MAINTENANCE DIVISION JOINT BASE LEWIS MCCHORD



Photo by Greg Alderete



Photo by Greg Alderete

**Two old soldiers** take a trip down memory lane. Gene Franks recalls the days as a young soldier when he used to drive and maintain the M151. It took little convincing to put MG Fontaine behind the wheel for a short ride after Mr Jerry Weger insured the general's seat belt was fastened first.



Photo by Greg Alderete



TM 9-2320-218-20

TECHNICAL MANUAL
ORGANIZATIONAL MAINTENANCE MANUAL
TRUCK, UTILITY: 1/4 TON, 4x4
M151 (2320-542-4783), M151A1
(2320-763-1092), M151A2 (2320-177-9258)
TRUCK, UTILITY: 1/4 TON, 4x4,
M151A1C (2320-763-1091), M825
(2320-177-9257) WITH 106 MM
RECOILLESS RIFLE;
TRUCK, AMBULANCE, FRONT LINE:
1/4 TON, 4x4
M718 (2320-782-6056), M718A1
(2320-177-9256)
HEADQUARTERS, DEPARTMENT OF THE ARMY
SEPTEMBER 1971

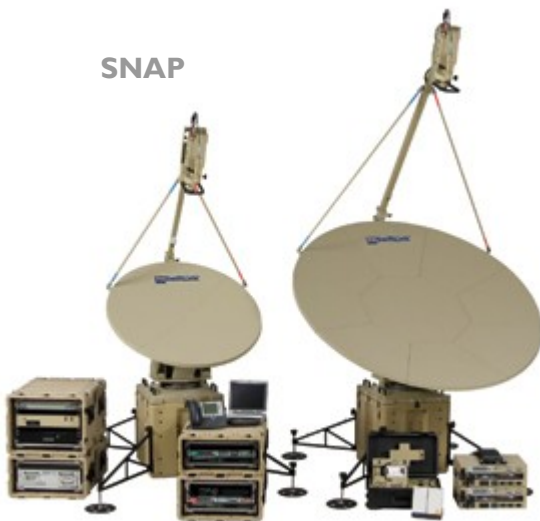
**Jerry Weger** DOL Maintenance JBLM, poses with his newest fan MG Fontaine, Commander, Army Sustainment Command. Mr. Weger was the project manager and chief technician responsible for the maintenance of this historically restored M151 Jeep long since left for the scrape heap at Joint Base Lewis McChord.



# 404th AFSB Global Connectivity



SNAP



The 404th AFSB's newest communication system includes the Rapid Tactical Operation Center (RTOC) providing rapid command and control access to mission critical data. The large screen displays are mounted on durable, light weight, aluminum framework. All components setup quickly and fit within their own weatherproof, ruggedized aluminum case and are one to two-person portable. RTOCs are ideal for displaying computer application data, UAV, surveillance feeds, network TV and other communication feeds. RTOCs are scalable, meaning that they can be used individually or placed side-by-side to create larger

displays. The RTOC can either be employed through IP connectivity through SIPR/ NIPR Access Point (SNAP) Very Small Aperture Terminals (VSATs). "This communication capability enables the 404th AFSB to operate independently in any contingency such as Defense Support to Civil Authorities mission support operation" said Butch Dusik, I.T. Technician for the 404th AFSB.





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# 404th Pride of Ownership

404TH Global Web Site: [WWW.LEWIS.ARMY.MIL/AFSC](http://WWW.LEWIS.ARMY.MIL/AFSC)

Photos by Greg Alderete



Jeannie Dobson & Dante Miraflor



Vince Mannin



Dave Halliday



Yanna Rodriguez



Angie McGee

“Unless someone like you cares a whole awful lot,  
nothing is going to get better.” Dr. Seuss



Bill Brugge



Tony Martinez



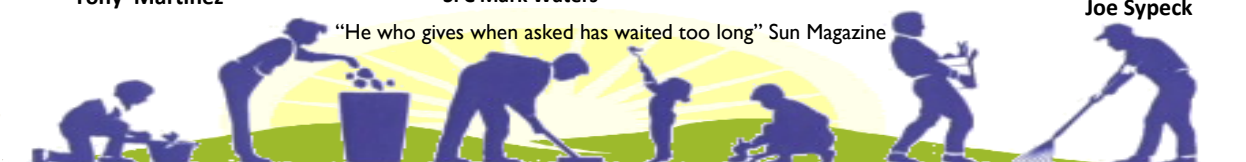
SFC Mark Waters



Jeff Longino



Joe Sypeck





# The Helmet Saved His Life

By [Ms Caroline N Keyser \(Irwin\)](#)



**C**hief Warrant Officer 5 Paul Barnes poses with the bicycle helmet he credits with saving his life. Barnes fell headfirst off his bicycle during the Tour de Irwin race at Fort Irwin April 9. They say you can't put a price on life, but Chief Warrant Officer 5 Paul Barnes can pinpoint exactly how much it cost to save his -- \$180. That's the amount Barnes, chief of logistics support at Fort Irwin for the 404th Army Field Support Brigade, spent on a bicycle helmet he bought while stationed in Korea in 2004. An avid competitive cyclist, Barnes shelled out the money for a high-end helmet to wear while training for and riding in races. It would prove to be a life-saving purchase. On April 9, Barnes was riding in Fort Irwin's Tour de Irwin bicycle race. It was a race like any of the countless others he had participated in, along a route he'd ridden hundreds of times, he said. But despite his experience, there was no

way he could predict what would happen at the end of the race that day. As spectators watched, Barnes approached the finish line and suddenly braked too hard, flipping over the handle bars and landing headfirst in the middle of Goldstone Road. According to Barnes' smart phone, he had been traveling at more than 31 mph. Barnes was immediately knocked unconscious. First responders, including a nurse who had been riding in the Tour de Irwin, arrived on the scene and transported Barnes to Weed Army Community Hospital, where it was determined he would need more extensive care than what WACH could provide. Barnes was airlifted to Arrowhead Regional Medical Center in Colton, Calif. Doctors there discovered he had sustained a laundry list of injuries during his crash that included a fractured eye socket, fractured tooth roots, cuts, abrasions, and brain hemorrhaging. Inexplicably, he hadn't broken any bones. "I was very lucky," Barnes said. Barnes has no recollection of the 48 hours that followed his accident. When he woke up, he found himself at Arrowhead with a neck brace and a new diagnosis -- *traumatic brain injury*.





# 404th AFSB Awards

## Civilian Awards

### 404<sup>TH</sup> AFSB HQ

#### QSI

Dante J. Miraflor  
Eddy D. McLendon  
Robert S. Farr  
Richard W. Kaumans  
Thomas W. Edwards  
Warren Workman  
Warren H. Reynolds  
Jeannie Dobson  
Sheron L. De Mar  
Mario S. Barcenilla  
Deborah J. Bradley

#### SASA

Ellen L. Walker  
Arkade P. Dusik  
Angela S. McGee  
Yanna L. Rodriguez

#### OTSCA

Angela S. McGee  
Melody F. Wright

### Individual Time Off

Anthony E. Martinez

William J. Brugge

### AFSBn-Lewis

#### QSI

Samuel M. Dresel  
Joseph L. Deblois  
Royden M. Niiyama  
Karen A. Watts  
Jack M. Toomata

### Cash Performance

Allen R. Calderwood  
Jeffery J. Green

#### SASA

Frances M. Mayers



COL Akin watches as Major White receives a commanders coin from MG Fontaine



Mario Bacenilla, Jesse Reyes, Tony Martinez



COL Akin's last team photo before the change of command



MSG John Lemoine



MG Fontaine & Drew Willard



CPT(P) Rochelle Ruiz



Mike Johnson



Sherry Sewell

### AFSBn-Hawaii

#### QSI

Gonzalo Rivera-Rivera Jr.  
Tiffany C. Mikus  
William P. Smith  
Hilda M. Irizarry

#### SASA

Christine I. Madeira  
Kathleen L. Anderson

### AFSBn-Alaska

#### QSI

Keith W. Howard  
Deborah M. Snovel

#### SASA

Wendy C. Dominique

#### OTSCA

Wendy C. Dominique

### LST-Fort Irwin

#### QSI

Michael A. Green  
Athena M. Clay  
Lorraine A. Sanders

#### SASA

Patricia J. Johnson

### LST-Fort Huachuca

#### QSI

William D. McCall

#### SASA

Ronnie W. McFadden  
Gayla B. Burns

### Military Awards

#### MSM

LTC Karl L. Franke – AFSBn-Hawaii – PCS  
LTC Travis A. Nowak – AFSBn-Lewis – PCS  
CW4 Allen J. Shuler – 16<sup>th</sup> CAB BLST – PCS  
SFC Tensye E. Murrell – 404<sup>th</sup> AFSB HQ – PCS  
SFC Juana M. Rascon – 404<sup>th</sup> AFSB HQ – PCS

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